Transportation Concurrency

Regulating development based on transportation level-of-service

Legislative Intent

 Development won't be allowed unless the transportation (and water and sewer) systems needed to support it also exist (or are being built.)

Concurrency

 State law allows each jurisdiction to define its own concurrency system

- Each city decides
 - What is adequate, and
 - How to measure it

Concurrency

Once you define "adequate transportation facilities" (performance)

You can not allow development unless those facilities (performance levels) exist or are funded

Concurrency: Local Regulation

 Because state law allows each jurisdiction to define its own concurrency system

- Different jurisdictions
 - Use concurrency to achieve different goals/objectives
 - Set different performance standards

Different Uses of Concurrency

- Generate more funding for transportation projects
- Regulate the speed of growth
 - This assumes that the transportation system will actually (eventually) grow to the point it can serve the intended growth
- Limit (or locate) growth
 - Especially where it is not politically acceptable to admit you are limiting growth

Different Uses of Concurrency

- Some jurisdictions
 - Design standards so that concurrency is irrelevant

- Design procedures to limit the resources and time required to compute the required statistics
 - Ease of use versus accuracy and precision of results

How It Works Now

is almost always defined in terms of roadway congestion

But you can define it differently if you wish

Measuring Roadway Congestion

- Level of Service (A- F)
 - Delay, Speed, Density of Traffic

- Cheap mathematical estimation is
 - Volume / capacity (v/c)
 - So for concurrency, cities often use some combination of v/c calculations

Measuring Congestion

- Different cities
 - Use different actual v/c computational techniques
 - Adopt different performance standards
 - Set different standards for different areas within the jurisdiction
 - Provide for exceptions to the rules based on the type of development (fire stations)

Multi-Modal Concurrency?

Currently: "multi-modal" means that:

a mode split calculation is done before assigning vehicle volumes to the roadway network

- You get what you measure
 - If you only measure road congestion
 - All problems/solutions are associated with cars and roadway capacity
 - Other transportation services are nearly irrelevant

- You get what you measure
 - If you don't measure highways of statewide significance, then
 - Don't be surprised when those roads
 - "generate congestion" on your local roads
 - have very large congestion problems that cause popular resistance to growth

 There is little / no regional coordination or outlook

- Different political goals / standards means
 - What is acceptable to me is often not acceptable to my neighbor

 Concurrency is local - so once traffic crosses a border, its "not my problem"

 Congestion that meets my standards but not yours, is not my problem

Trips I generate that cause your congestion are not my problem

So

Our problems/procedures are local,

But

Many of our problems/causes/solutions are regional

And

 The current system is not working at the regional level

Legislative Interest

 Current concurrency regulation is a decent first shot, but is not achieving what was intended

- Do we assert more state/regional control?
 - If not, how do we get a better <u>regional</u> outcome?
- Do we tweak the existing regulations?

Legislative Interest

- How do we give credit for mobility provided by alternative modes?
- How do we get the facilities needed by those modes built?
- Do we require more consistency in process?
 - Can we have consistency given differences in urban/suburban/exurban situations?

Current Study

- How do we make concurrency more multi-modal? (i.e., include)
 - Transit
 - Walking
 - Biking
 - Freight

- Questions for this group
 - In an ideal world,
 - How would you define "multi-modal concurrency"
 - How should multi-modal concurrency work?
 - What needs to happen to make that ideal world happen?
 - What concerns would your agency have if someone tried to make that happen?

- Questions for this group
 - Is your definition the same for:
 - Urban growth centers
 - Suburban areas
 - Exurban areas
 - If not, how does it differ?

- What do you think the outcome of "multi-modal concurrency" should be?
 - Growth control (timing or denial)
 - Change the economics of land development (towards urban, away from rural)
 - More funding for transportation
 - (Who gets it?)
 - Political cover for hard decisions:
 - Institutional cooperation
 - Land use / transportation imbalances

More Information on Concurrency

 http://depts.washington.edu/trac/ concurrency/index.html

 This site will be updated once we start to produce new material

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